CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Authorize City Manager to Execute Agreements for Multimodal Station Parking Structure Project

MEETING DATE: October 6, 1999

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council authorize the City Manager to execute a professional services contract with Gordon H Chong & Partners for consulting and engineering services on the Multimodal Station Parking Structure Project, and Measure K agreements with the San Joaquin County Council of Governments, and appropriate $450,000 for this phase of the project.

BACKGROUND INFORMATION: This project consists of building a multi-level parking structure on the site of the existing surface parking lot and former railroad depot site on the east side of Sacramento Street, between Pine and Elm streets. The structure will provide shaded parking for approximately 350 cars and includes provision for retail space on a portion of the ground floor and replacement of the street frontage with decorative lighting and trees similar to the new section of Sacramento Street south of Pine Street.

In early 1999, staff solicited proposals and, after some delay while funding was finalized, selected three firms for an interview. Community Development Director Rad Bartlam, Economic Development Coordinator Tony Goehring, and Public Works Director Richard Prima interviewed the three firms in late August and are recommending Gordon H Chong & Partners as the best firm for Lodi's project. Some of the materials from their proposal and interview are attached for additional information.

The contract includes construction services and a contingency amount for possible additional services and work by others to supplement the design of the entire project. The actual contract will be approved by the City Attorney prior to final execution. Now that final funding has been approved, staff is moving this project along fairly quickly in order to be under construction in 2000.

Staff also intends to initiate a Measure K design agreement with the Council of Governments which will cover most of these costs and requests authorization for the City Manager to execute this standard agreement.

FUNDING: Measure K Grant, San Joaquin Valley Air Pollution Control District Grant, Federal Transit Administration formula funds

Richard C. Prima, Jr.
Public Works Director

RCP/lm
Attachment
cc: Gordon H Chong & Partners
Transportation Manager
Fleet and Facilities Manager

Vicky McAthie
Finance Director

APPROVED: _____
H. Dixon Flynn -- City Manager

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GORDON H CHONG
& Partners

February 23, 1999

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Mr. Konradt Bartlam
Community Development Director
City of Lodi
City Hall, 221 West Pine Street
Lodi, CA 95241-1910

Re City of Lodi Downtown Parking Structure

Dear Mr. Bartlam:

We are pleased to submit for your consideration our proposal to provide professional services for the Downtown Parking Structure. We are excited by the prospect of working with the City of Lodi to develop a parking structure to meet your off-street parking demands and better serve your community.

Gordon H Chong & Partners has operated primarily within the public sector, and most importantly, has specific experience in the planning and design of mixed-use parking structures within downtown commercial districts. We are keenly focused on the technical quality of our bid documents and on our management process to deliver projects on budget and on schedule. Our firm's experience with projects similar to the proposed Downtown Parking Structure has enabled us to develop specific and appropriate methodology for such project types.

Our Project Team

We have assembled a team of professionals with the relevant skills and experience to respond to the scope of services necessary for your project. Our project team includes:

- **Gordon H Chong & Partners**
  Architecture, Graphics and Signage, Project Management
- **Walker Parking Consultants/Engineers, Inc.**
  Structural, Mechanical, Electrical Engineering/Parking Geometrics
- **Adamson Associates**
  Cost Estimating

Our Experience

Our project team has extensive experience in the design of mixed-use parking structures which successfully integrate into the existing urban fabric and specifically respond to the needs of your city. We have focused our work on efficiently maximizing off-street vehicle capacity, while enhancing the quality of the pedestrian experience and the unique nature of the downtown environment.

Our Project Approach

Our project approach is distinguished by its dedication to a collaborative orientation and a clearly stipulated plan of action. Most notably, the key elements include:

The Task Outline
Establishing a Task Outline of the project delivery process which defines all phases and corresponding activities will result in the thoughtful management i.e. coordination and expedition of the work, and will facilitate the evaluation of the project relative to budget, schedule and actions required. It is a master plan that serves as a touchstone throughout the life of the project.

Consensus Building
GHCP project leaders have been formally trained in facilitation techniques to solicit community and city agency input and reconcile diverse interests towards a consensus of project goals and objectives. Working with the City of Lodi project manager, we will establish communication tools and guidelines which will facilitate working with various stakeholder organizations. These may include community workshops, roundtables, questionnaires and newsletters.

Cost Modeling
We utilize a proprietary cost database that allows for the early manipulation (modeling) of the project parameters in a quick and efficient manner, and informs the definition of a particular scope of work. The traditional, detailed cost estimating effort is undertaken subsequently, and is best suited to those phases where documentation is more substantial.

Quality Control Systems
We exercise verification of project parameters, i.e. budget, schedule and quality at critical points in the process in order to meet the client's expectations in these areas. We believe in the active participation of the diverse stakeholders in an on-going dialogue to reconcile the issues that arise as the project evolves.

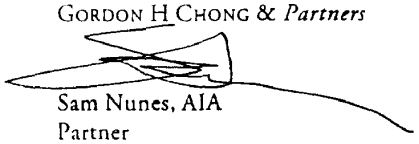
Summary
To summarize, we bring:

- Mixed-use parking structure planning and design experience which responds to the urban context
- Extensive experience in providing professional services to municipal government agencies
- Proven techniques to facilitate multi-client/multi-user communication
- Commitment and continuity of key project staff
- Responsiveness to client requirements of budget and schedule

We thank you for the opportunity to present our proposal, and look forward to meeting with the selection committee to discuss your project in greater detail.

Best regards,

GORDON H CHONG & *Partners*



Sam Nunes, AIA
Partner

Public Parking Facilities

Relevant Team Experience

- **City of Watsonville -- Beach St. Mixed-Use Retail/Parking Structure** (pedestrian parkway and plaza connects Downtown retail with historic district)/Watsonville, CA *
- **City of Fairfield -- Fairfield Transportation Center and Parking Structure** (a mixed-use parking structure and central transfer point for inner-city mass transit and I-80 commuters)/Fairfield, CA *
- **County of Napa -- Transit Center/Parking Structure Feasibility Study**/Napa, CA *
- **City of Medford -- Downtown City Center Retail & Parking Structure** (a downtown parking structure completed for the Medford Renewal Agency) /Medford, OR *
- **City of Hermosa Beach -- Downtown Retail and Parking Structure** (400-stall structure features a pedestrian way linking both destinations)/Hermosa Beach, CA
- **City of Oakland -- 17th Street Parking Structure** (downtown mixed-use parking)/Oakland, CA
- **State of California, RESD/PMB -- East End Area Parking Structure**/Sacramento, CA *
- **Pierce County -- Pierce County Parking Structure**/Tacoma, WA *
- **City of Visalia -- Downtown Retail and Parking Structure**/Visalia, CA
- **City of Campbell -- Downtown Parking Structure**/Campbell, CA *
- **City of Culver City -- Culver City Parking Structure** (new 900-stall, mixed use parking and retail facility)/Culver City, CA
- **City of Sunnyvale -- Multimodal Transit Center and Parking Structure**/Sunnyvale, CA *
- **University of California at Davis Medical Center Parking Structure**/Davis, CA
- **City of Hollister -- Hollister Mixed-Use Retail/Parking Structure** (includes open public plaza and pedestrian way and establishes link between existing and future downtown retail)/Hollister, CA *
- **San Francisco Parking Authority -- Bush-Polk Mixed-Use Retail/Parking Structure**/San Francisco, CA
- **San Francisco Parking Authority -- Lombard Street Mixed-Use Parking Structure**/San Francisco, CA
- **City of West Hollywood -- West Hollywood Mixed-Use Retail/Parking Structure**/West Hollywood, CA *
- **San Francisco PUC -- Treat Avenue Mixed-Use Parking Structure and Vehicle Maintenance**

* denotes team experience of GHCP and Walker Parking

Public Parking Facilities

Relevant Team Experience

- Ability to Develop an Architecture That Contributes to the Existing Urban Environment and That Meets Community Expectations
- Understanding of the Design Components That Provide a User-Friendly Facility
- Ability to Maximize Off-Street Parking Utilization
- Ability to Draw on Standard Detailing Proven to Reduce Construction Costs While Maintaining Project Quality

Urban Design/Architectural Considerations

Our design approach focuses on addressing several key urban design/ architectural issues critical to the success of your project.

- Integrate the Parking Structure with Existing and Future Built Environment of the Downtown
  - Define the unique qualities of downtown Lodi as perceived by the City and community
  - Study existing urban design patterns, forms and massing
  - Design sensitivity to neighboring developments (existing Multimodal Station, Tokay Arch, Retail and Proposed Entertainment Complex integrating parking structure scale, materials, color, lighting, and graphics with both the immediate context and the entire downtown.
  - Mitigate environmental impacts (i.e. noise, glare and shadow) on adjacent land uses
- Reinforce the Image of Downtown Lodi
  - Clarify downtown Lodi design guidelines objectives
  - Develop an architecture consistent with those objectives
  - Develop an architecture in support of ongoing downtown redevelopment

Urban Design/Architectural Considerations

Our design approach focuses on addressing several key urban design/ architectural issues critical to the success of your project.

- Create an active pedestrian environment
  - Develop appropriate ground floor uses and/or architecture which maintains and enhances the pedestrian aspects of the surrounding downtown community
  - Develop a clear and apparent pedestrian path of travel throughout the parking structure to existing retail/transit destinations and future entertainment complex and retail establishments
  - Extend the pedestrian experience into public areas of the parking structure

- Additional Considerations:
  - Economic, but distinctive details at the garage entries, stairwells and elevator towers
  - Provide comfortable lighting levels
  - Incorporate safety and security features (e.g. bright well-lit interior, clear sight lines, open stairwells, emergency call stations, etc.)
  - Integrate landscaping into the overall design intent
  - Create a distinctive graphics program for easy identification and wayfinding

Parking Considerations

Our parking structures incorporate functional design to best serve the needs of its patrons.

- Creating a User-Friendly Facility
  - Pedestrian and vehicle separation
  - Signage and graphics
  - Security/glass backed elevators/open stairs
  - Equipment specifications
  - Vehicle and pedestrian lighting
  - ADA compliance

- Understanding Driver Comfort
  - Site access
  - Entry/exit design
  - Internal circulation
  - Parking geometrics
  - Minimum decisions

- Level-of-Service Approach
  - Adapted from traffic engineering
  - Common language for many parameters
  - Consistency of design
  - Communicates level of comfort
  - Facilitates local approval

Parking Considerations

Our parking structures incorporate functional design to best serve the needs of its patrons.

- Traffic Operations on Parking Structure/Street Interface
  - Entry/exit demand pattern
  - Roadway configuration and traffic levels
  - Parking structure entry/exit control and layout
  - Other modes — pedestrians, bicycles, etc.

- Off-Site Aspects of Traffic Flow
  - Likely access routes/changes in traffic levels
  - Potential traffic impacts to nearby intersections
  - Potential traffic impacts to adjacent developments

Structural Considerations

Our design approach addresses key structural issues that leads to long term parking structure performance.

- Durability and maintenance
  - Appropriate structural system and detailing
  - Foundation design and detailing
  - Materials selection and detailing
  - Waterproofing and weather resistance
- Life cycle cost analysis
  - Initial cost vs. long term cost
- UBC requirements
  - New 1997 UBC - added items (proximity to known faults and system redundancy)
- Structural system selection
  - Concrete vs. steel
  - Precast vs. cast-in-place
  - Beam/slab vs. flat plate
- Seismic design approach
  - Proximity to known faults
  - Site geology and soil characteristics
  - Structural system (shear wall - moment frame)
  - Load path
  - Deformation compatibility (system redundancy)
  - Seismic connection and detailing

Project Management Process

We use a proven, integrated approach to engage project stakeholders and build consensus toward the most appropriate design solution.

- Three Cs
  - Coordinate
  - Control
  - Communicate

- Involvement and Building of Consensus
  - Design Team (stakeholder representatives)
  - Design workshops and meetings
  - Communication resources and tools, including meeting minutes, program document and models/graphics
  - Clarity of expectations

- Responsiveness and Accessibility

- We Help You Make Good Decisions
  - Meaningful analysis
  - Viable development options
  - Project consensus . . . coming to closure

CITY OF LODI

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September 30, 1999

Sam Nunes, AIA, Partner
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San Francisco, CA 94104-4012

SUBJECT: Authorize City Manager to Execute Agreements for Multimodal Station Parking Structure Project

Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, October 6, 1999. The meeting will be held at 7 p.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the consent calendar and is usually not discussed unless a Council Member requests discussion. The public is given an opportunity to address items on the consent calendar at the appropriate time.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Alice Reimche, City Clerk, at (209) 333-6702.

If you have any questions about the item itself, please call me at (209) 333-6759.

Richard C. Prima, Jr.
Public Works Director

RCP/lm

Enclosure

cc: City Clerk

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